### "GOING DOWN HILL."

**How a Venerable Iowan Evaded the Greatest Difficulty Which Besets the Aged.**

*Burlington, Ia., Hawkeye.*

An account is going the rounds of the press of a woman who was so afflicted with rheumatism for fifteen years that her entire muscular system became rigid, and for all that period she was kept alive by gruel forced between her teeth.

A prominent New York physician was once asked what rheumatism was. He replied "God only knows." He was undoubtedly right, because rheumatism seems to spring from a different cause in every individual case. If its origin is a mystery, its effects are too well and too widely known, for there is scarcely any season of the year when some persons are not more or less afflicted by it. In, general, however, it prevails mostly among the aged, making their last days hard to bear. A prominent physician once remarked in our hearing, "If the aged could escape the torures of rheumatism, their last years, as a rule, would be quiet, peaceful and painless."

Apropros of the above, Mr. W. DeGens, of Pella, Ia., sends us a communication which ordinarily we would not publish except at so much a line. But his experience has been so remarkable that we are justified in giving place to it. He says:

"Dear Sir:—I am 78 years of age. My life has been active. I am well known in this town, and what I say I do not think will be doubted by any one who knows me. Up to a year or two ago, I was the possessor of splendid health, and hoped I should wear out my life gradually and gracefully. Two years ago, however, I was overcome with that curse of old age, rheumatism. When it first prostrated me the pain was so acute I thought it was neuralgia, which medical authorities tell me indicates a low state of the system.

I fancied that this attack was the beginning of the end. I sent for a good doctor who treated me with electrical and other agencies, but I grew worse. He finally said my case was a serie[s] rheum[atism]. For six mon[ths] I coul[d] [no] [w]alk [a] and [was] [use]ful [to] the [as]sisted [by] [Elder] Overcamp [a]me, and upon his [recom]mendation I be[gan] Warner's safe rheu[matic] a few bottles of which [bro]ught back to me the use of my [limbs]. I am now sleeping with [com]fort again, eating without distress, [and] feel as spry as I did when I 60 years of age. I cordially [re]commend this cure to persons [afflicted] as I was, and especially [to] the thousands of aged men [and] women whose last days are [em]bittered by this affliction."

Mr. DeGens' letter is endorsed by Elder Overcamp, who says he is a member of his church, and his case to him is surprising and marvelous. Mr. F. W. Brinkhoff also endorses the statement in similar terms.

There is no doubt that this is a true recital of the case, and Mr. DeGens' experience should be an encouragement to all others suffering as he did, to use the means he so successfuly employed, for nothing better, if indeed, as good, can be had in the market.

### Don't Anticipate Trouble.

In most cases, trouble, when it comes, is easier to bear than we have anticipated. After being tormented a long time with dread and apprehension, after the crisis is past and the blow has fallen we resign ourselves to it with wonderful patience. This is particularly true of pecuniary losses, the fear of which causes so much bitter suffering. The man who tossed about for many a weary month on an uneasy and sleepless couch, "may lie down to pleasant dreams" after the crash is over. There is no agony like that of suspense. Again, nothing is gained by meeting trouble half way. Every man is certain that, sooner or later, certain things must happen to him which he has cause to dread; but it would be very unwise to allow these foreshadowings of the future to envelope our daily walks with gloom. We know that within a limited number of years we must either have closed our eyes upon all that is fair and beautiful here on earth, or else live on beyond the allotted span of life—a poor shattered wreck, a burden to ourselves and an incumbrance to our friends; because of this certain knowledge, shall we go about crouching and groaning all the livelong day? We must either leave those who are near and dear to us here on earth, or they must leave us; but may we not enjoy their company and friendship as long as the light continues to shine? Live for the present as far as possible. Trouble may lie in the future; but wait until it comes before you fret.

---

Monday, December 1st prox, a new first class passenger line to be known as the "MOUNT VERNON & PAN HANDLE ROUTE" will be opened for through passenger service between Cleveland, Akron. Mt. Vernon, Columbus, Cincinnati and the South and South-west. The inauguration of this new railroad enterprise will undoubtedly be beneficial, and of great service to the traveling community, as great care has been taken in making the same subservient to the public interests, in rapid transit and immediate connection, in Union Depots, with diverging railroads at all the most prominent railroad centres.

Trains of the Mount Vernon and Pan-handle route will run over the Cleveland, Mt. Vernon and Delaware Railroad between Cleveland and Columbus, the Little Miami Railroad between Columbus and Cincinnati, and the Chicago, St. Louis and Pittsburgh Railroad between Columbus, Indianapolis and St. Louis. This new route will consist of two fast trains daily each way, except Sunday, and one fast train each way on Sunday, hauling Pullman Palace cars and day coaches between Cleveland, Columbus and Cincinnati.

The perfection of through passenger schedule between these important business centres, forming close connections with the lines beyond Cleveland, Columbus or Cincinnati, for all points, gives the public a very satisfactory traveling service, to which it has not been accustomed heretofore.

The whole route is laid with steel rails, and well ballasted, and may truly be considered the "Model Route of Ohio." The train service will be unexcelled in this country. The first equipment of elegant passenger coaches and luxurious sleeping cars have been specially procured for this service and it is the intention to make time as quick as the fastest trains of any other route. The entire route is built through the finest agricultural regions of Ohio, and furnishes throughout its entire length, delightful river, lake and woodland scenery. With a thoroughly first class road through a picturesque country, fast trains of the finest passenger equipment in America, and through tickets at the lowest rates, it would seem that this new enterprise should receive the liberal patronage of the traveling public at the commencement. One important special feature connected with the new route, is the traffic arrangement by which the night express will go through to New Orleans, via the Louisville and Nashville Railroad with only one change of cars, which will be in the Union Depot, Cincinnati. Only one change of cars to the Gulf of Mexico, is certainly a new innovation which can not fail to be highly appreciated by parties contemplating visiting the World's Exposition at New Orleans. Passengers for Florida and all Southern Tourist's resorts can make good connections at Cincinnati with the Louisville & Nashville also Queen & Crescent Line, the Cincinnati, New Orleans & Texas Pacific. Each of these lines' trains are equipped with Parlor day coaches, hotel, dining and Pullman Palace sleeping cars. Everything convenient for the accomodation of the pleasure seeker or invalid journeying to Winter. Cities in a Southren Land. At St. Louis also, "Mt. Vernon & Pan-Handle route," will make direct connection for all points via the Missouri Pacific, St. Louis and San Francisco, Chicago & Alton and Wabash, St. Louis & Pacific railroads. Trains on these roads are also equipped with Parlor day coaches, and hotel, dining and sleeping cars. A word to the wise is sufficient. You should take the Mt. Vernon & Pan-Handle route" if you want to enjoy every convenience, comfort and elegance combined, of travel in this modern age.

---

### A Lawful Murder.

A man by the name of Williams in Wake county, bought a quart of liquor, got drunk, killed a man against whom he had no ill-will, mistaking him for another man, and is now to be hung for the bloody deed. The State has lost two citizens, Wake county pays a heavy bill of expenses, two families are plunged into grief and shame, and a certain bar-keeper pockets fifty cents and feels respectable, and is ready to do the same thing again with the same results. Of all the parties concerned he cares the least. The State authorizes men to manufacture and sell a drug that destroys reason and causes those who drink it to commit murder and then hangs their helpless victims. In other words, it takes the lives of two men at great expense to honest people in order to put fifty cents into the pocket of a third one.—*Methodist Advance.*

---

Mrs. Mary H. Hunt, of Scientific Instruction W. C. T. U. has had prepared a capital primary treatise on *Physiology* with reference to narcotics and alcohol, which the W. C. T. U. is strenuously recommending to Schools and Boards of Education. It is such a book as will instruct and interest whole families as well as schools. Price 60cts. A. S. BARNES & Co, Publishers, New York.

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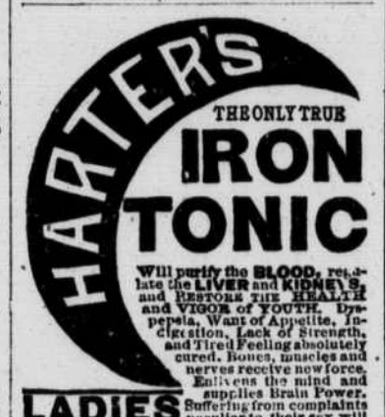


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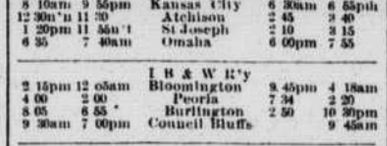


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CONDENSED TIME OF THROUGH TRAINS.
December 2nd, 1883.

| WESTWARD | Central Time | EASTWARD |
|---|---|---|
| | L. E. & W. | |
| 9 20pm 8 45am | Sandusky | 6 30pm 2 00am |
| 10 20 9 43 | Fremont | 40 1 15 |
| 10 43 10 04 | Burgoon | 08 12 51 |
| 11 16 10 32 | Fostoria | 4 40 12 24 |
| 11 32 10 46 | Arcadia | 4 25 12 12 |
| 11 55am 11 06 | Findlay | 4 06 11 55 |
| 1 10 12 15pm | Arr Lima Lv | 2 55 10 20 |
| 1 20 12 35 | Lv Lima Arr | 2 45 10 20pm |
| 2 21 1 28 | St Mary | 1 51 9 23 |
| 2 43 1 48 | Celina | 1 28am 9 02 |
| 3 40 2 47 | Portland | 12 25pm 8 05 |
| 4 06 3 13 | Red Key | 11 57am 7 42 |
| 4 50 3 55 | Muncie | 11 15 7 05 |
| 5 26 4 30 | Alexandria | 10 35 6 15 |
| 5 46 4 48 | Elwood | 10 15 5 58 |
| 6 11 5 10 | Tipton | 9 50 5 35 |
| 7 10 6 17 | Frankfort | 8 52 4 35 |
| 8 25 7 20 | LaFayette | 7 50 3 35 |
| 9 05 8 05 | Templeton | 7 00 2 45 |
| 10 18 9 09 | Hoopeston | 6 00 1 50 |
| 11 17 10 05 | Paxton | 5 08 12 39 |
| 11 58 10 40 | Gibson | 4 32 11 58am |
| 1 30pm 12 00am | Bloomington | 3 05 10 30 |
| 1 40 12 10 | C. & A. Junction | 2 55 10 20 |
| | C. & A. R'y | |
| 2 15pm 2 00am | Bloomington | 2 30am |
| 8 20 7 55 | St Louis | 8 05pm |
| | C. & A. R'y | |
| 5 50pm 6 30am | Bloomington | 9 30pm 9 05am |
| 8 10am 9 55pm | Kansas City | 6 30am 6 55pm |
| 12 30n'n 11 30 | Atchison | 2 45 3 40 |
| 1 20pm 11 54n't | St Joseph | 2 10 3 15 |
| 6 35 7 40am | Omaha | 6 00pm 7 55 |
| | I. B. & W. R'y | |
| 2 15pm 12 05am | Bloomington | 9 45pm 4 18am |
| 4 00 2 00 | Peoria | 7 34 2 20 |
| 5 05 6 55 | Burlington | 2 50 10 30pm |
| 9 30am 7 00pm | Council Bluffs | 9 45am |
| | I. C. R'y | |
| 6 15pm 7 42am | Bloomington | 3 06pm 7 33am |
| 7 10am 6 10pm | Dubuque | 6 00am 10 00pm |
| 10 55pm 10 00am | Sioux City | 2 50pm 6 35am |

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**Blue Grass Route of Ohio.**
**Cleveland, Mt. Vernon & Deleware**
November 27, 1882.

| Trains South. Read down. Mail. | Expss | Stations. | Expss | Trains North. Read up. Mail. |
|---|---|---|---|---|
| 8 25P M | 2 00P M | Cleveland | 2 30P M | 7 30PM |
| 8 45 | 2 20 | Nickl Plate J | 2 10 | 7 07 |
| 9 40 | 3 10 | Hudson | 1 20 | 6 20 |
| 9 57 | 3 27 | Cuyhoga Falls | 1 02 | 6 01 |
| 10 12 | 3 42 | Akron | 12 50 | 5 47 |
| 10 47 | 4 19 | Warwick | 12 14 | 5 10 |
| 11 00 | 4 31 | Marshalville | 12 02 | 4 58 |
| 11 14 | 4 45 | Orrville | 11 50 | 4 45 |
| 11 55 | 5 27 | Holmesville | 11 04 | 4 03 |
| 12 36 | 6 08 | Black Creek | 10 21 | 3 21 |
| 1 11 | 7 04 | Danville | 9 44 | 2 45 |
| 1 21 | 7 14 | Howard | 9 34 | 2 35 |
| 1 31 | 7 24 | Gambier | 9 24 | 2 25 |
| 1 45 | 7 38 | Mt. Vernon | 9 11 | 2 12 |
| 2 19 | 8 12 | Centerburg | 8 33 | 1 35 |
| 2 43 | 8 36 | Sunbury | 8 08 | 1 11 |
| 2 48 | 8 42 | Galena | 8 02 | 1 06 |
| 3 05 | 8 59 | Westerville | 7 45 | 12 50 |
| 3 30 | 9 25 | Columbus | 7 20 | 12 25 |
| P. M. | P. M. | | A. M. | A. M. |

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No. 1 runs daily; has B. & O. Palace Sleeping Car attached from Chicago to Washington, Baltimore, Philadelphia, and New York, and Indianapolis to Wheeling via Columbus. Dining Car Chicago to Walkerton. This is a solid train from Chicago to New York—no change of cars of any class.
No. 5 runs daily from Sandusky to Baltimore and New York, on all other Divisions daily except Sunday. Sleeping Car from Toledo daily via Monroeville
No. 3 runs daily; has B. & O. Palace Sleeping car attached from Chicago to Baltimore.
No. 4(84) runs daily from Columbus to Newark; and Nos. 8 and 9 daily except Sunday, between Columbus, Cambridge and Mansfield.
No. 4 runs daily; has B. & O. Palace Sleeping Cars attached from New York to Chicago. Dining Car from Walkerton to Chicago. Sleeping Car from Wheeling to Indianapolis, via Columbus, daily.
No. 6 runs daily from Baltimore to Sandusky and Columbus; on Chicago Divisions, daily, except Sunday. Has B. & O. Parace Sleeping Car attached to Toledo, via Monroeville and W. & L. E. Railroad.
No. 2 runs daily; has B. & O. Palace Sleeping Car attached from Baltimore to Chicago.
Trains Nos. 2s and 3 have a through coach between Columbus and Sandusky daily, and Columbus and Wheeling daily.
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**New York, Pennsylvania & Ohio.**
(Atlantic & Great Western.)
**Railroad Time Table.**
*Adopted November 18th, 1883.*

Trains are run on Central or 90th Meridian Time, which is 26 minutes slower than Columbus time, the standard formerly in use by this road.

TRAINS EASTWARD.

| Stations. | No 4 | No 6 | No 8 | No 12 |
|---|---|---|---|---|
| Ashland | 1 42pm | 8 53am | 9 49pm | 5 11am |
| Akron | 3 11 | 11 55pm | 11 43 | 7 15 |
| Kent | 3 35 | 12 45 | 12 10am | 8 00 |
| Ravenna | 3 45 | | 12 22 | 8 13 |
| Arrive. | | | | |
| Leavitsburg | 4 20 | | 1 00am | 9 00 |
| Cleveland | 6 30 | | | |
| Youngstwn | 5 00 | | 2 00 | 9 55 |
| Pittsburg | 7 50 | | 5 55 | 12 45pm |
| Warren Dp | 4 32 | | 1 12 | 9 15am |
| Greenville | 5 37 | | 2 30 | 10 27 |
| Arrive. | | | | |
| Meadville | 6 30 | | 3 25 | 11 25 |
| Leave | | | | |
| Meadville | 6 45 | | 3 35 | |
| Union City | 7 38 | | 4 37 | 12 50pm |
| Corry | 7 58 | | 5 00 | 1 15 |
| Jamestow | 8 47 | | 5 57 | 2 12 |
| Arrive | | | | |
| Salamanca | 9 45 | | 7 10 | 3 15 |
| Buffalo | | | 10 00am | 5 45 |
| Nigra Falls | | | 11 50 | 8 15 |
| Rochester | | | 12 05pm | 8 20 |
| Elmira | 1 47am | | 12 40 | 8 05 |
| Bingampton | 3 30am | | 2 15 | 10 05 |
| Albany | 1 20pm | | | 6 00am |
| Boston | 10 25am | | | 2 00pm |
| New York | | | 9 20pm | 6 10am |

TRAINS WESTWARD.

| Stations. | No 1 | No 3 | No 5 | No 11 |
|---|---|---|---|---|
| Leave | | | | |
| Ashland | 7 56am | 8 15pm | 2 00pm | 6 03pm |
| Mansfield | 8 35 | 9 00 | 2 50 | 7 10 |
| Arrive | | | | |
| Chicago | | 7 50am | | |
| Leave | | | | |
| Galion | 9 17 | 9 50pm | 3 05 | 8 05 |
| Marion | 9 58 | 10 36 | 3 40 | |
| Arrive | | | | |
| Chicago | 8 05pm | 8 20am | | |
| Leave | | | | |
| Urbana | 11 59 | 1 10am | 5 03 | |
| Springfield | 12 28 | 1 59 | 5 29 | |
| Arrive | | | | |
| Dayton | 1 15 | 3 10 | 6 10 | |
| Cincinnati | 3 40 | 5 30 | 8 15 | |
| Louisville | 11 40pm | 12 35pm | 6 50am | |
| St Louis | 7 20am | 6 30 | 8 35 | |

Trains No. 3, 4, 5 and 12 run daily., others daily except Sundays.

*THROUGH CAR ARRANGEMENT.*

No. 1. Parlor Car, New York to Hornellsville; Pullman Palace Sleeping Coach, Hornellsville to Cleveland. Also Hornellsville to Chicago, via Marion, and Chicago and Atlantic Railway; Parlor Car, Galion to Cincinnati. Pullman Palace Sleeping coaches Niagara Falls to Cincinnatti.
No. 3. Pullman Palace Sleeping Coach, New York to Cincinnati; Pullman Palace Sleeping Coach, and Regular Day Coaches, New York to Chicago via Marion, and Chicago & Atlantic Railway, (no change for any class of passengers.) Pullman Sleeping and Hotel Coach, Boston and Albany, to Chicago via Marion, and Chicago & Atlantic Railway.
No 5. Pullman Buffet Sleeping Coach, New York to St. Louis, via Cincinnati, in connection with Ohio and Mississippi Railway.
No. 4. Pullman Buffet Sleeping Coach and Regular Day Coaches, Cincinnati to New York, (no change for any class of passengers.
No. 8. Parlor Car, Cincinnati to Galion and Pullman Palace Sleeping Coaches Cincinnati to Niagara Falls; Pullman Palace Sleeping Coach, Chicago to Hornellsville, via Marion, and Chicago & Atlantic Railway. Pullman Palace Sleeping Coach, Cleveland to Hornellsville; Parlor Car, Hornellsville to New York.
No. 12. Pullman Palace Sleeping Coach, Cincinnati to New York; Pullman Palace Sleeping Coaches and Regular Day Coaches, Chicago to New York, via Marion, and Chicago & Atlantic Railway, (no change for any class of passengers.) Also Pullman Sleeping and Hotel Coach, Chicago to Albany and Boston via Marion, and Chicago & Atlantic R'y.
No "stop-over" allowed upon local tickets.
A. E. CLARK, General Passenger and Ticket Agent, Cleveland, Ohio.
J. M. FERRIS, General Superintendent, Cleveland, O.

**Chicago & Atlantic R'y**
Time Card in Effect Nov. 18th, 1883.

EASTWARD.

| Stations. | N. Y. Expr's | Atlan'c Expr's | Hunt'g Accom. | Way Freight |
|---|---|---|---|---|
| Chicago | †8 20 am | *5 06pm | †2 45pm | |
| Crown P | 9 55 | 7 00 | 4 27 | 8 40am |
| Rochester | 12 19pm | 9 02 | 7 00 | 2 30pm |
| Hunt'ton | 1 50 | 10 25 | 8 30 | 5 50 |
| " " | 2 10 | 10 30 | Colum- | 6 00am |
| Decatur | 3 30 | 11 32 | bus Acc | 9 00 |
| Lima | 5 10 | 1 02am | 6 00am | 1 45pm |
| Kenton | 6 11 | 1 57 | 7 00 | 4 20 |
| Marion | 7 10 | 2 50 | 8 00 | 6 20 |
| N.Y.P. & O | | | | |

WESTWARD.

| Stations. | Way Freight | Chicago Accom. | Pacific Express | Chicago Express |
|---|---|---|---|---|
| N.Y.P. & O. | | | | |
| Marion | 5 00pm | 6 50am | 10 25pm | 10 10am |
| Kenton | 7 45 | 7 20 | †1 15 | 11 06 |
| Lima | 10 10 | 8 28 | 12 05am | 12 02 |
| Decatur | 5 00am | | 1 44 | 1 35pm |
| Hunt'ton | 7 10 | | 2 50 | 2 40 |
| " " | 6 40 | 6 35am | 2 55 | 2 55 |
| Rochester | 9 55 | 8 10am | 4 10 | 4 15 |
| Crown P | 8 32pm | 10 30 | 6 33 | 6 30 |
| Chicago | | †12 10 | *8 21 | †8 20 |

*Daily. †Daily except Sunday. Trains run by Columbus Time.
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